

No. 8374 Survey held at Sunderland Date 12th April 1865

on the "Prince Rupert" Master J. E. Bishop

Tonnage Old 77 Built at Pallion

When built 1848 5 Launched March 11/65

By whom built W. Briggs & Sons

Owners Andersons Bay Company

Port belonging to London Destined Voyage London

If Surveyed while Building, Afloat, or in Dry Dock during Buildg.

Length aloft 146 3/4 Feet. Extreme Breadth Outside 29 0 Feet. Depth of Hold 18 4/5 Feet.

Scantlings of Timber.

	Feet.	IN SHIP.			REQUIRED PER RULE.		
		Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.
TIMBER AND SPACE	28 1/2				28 1/2		
Floors	11 1/2	11 1/2	10 1/2	11 1/2	11 1/2	10 1/2	10 1/2
1st Foothooks	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	-
2nd Ditto	9 1/2	-	8 1/2	9 1/2	9 1/2	9 1/2	-
3rd Ditto	8 1/2	-	6	8 1/2	-	-	-
Top Timbers	8 1/2	-	6	8 1/2	-	6	-
Deck { N° 32 Average } Beams { Space }	4/10	9 1/2	9	8 1/4	8 1/4	7 1/4	-
Deck Beams, length amidships	26 3/4	-	-	-	-	-	-
Hold { N° 26 Average } Beams { Space }	4/6	12 1/2	12 1/2	10 1/2	12	12	10
Hold Beams, length amidships	26 3/4	-	-	-	-	-	-
Keel	13 1/2	16	-	13 1/2	13 1/2	-	-
Scarphs of Ditto	6 1/2	-	-	6 1/2	-	-	-
Keelsons	15	14 1/2	-	14 1/2	14 1/2	-	-
Scarphs of Ditto	7 1/2	-	-	7 1/2	-	-	-

Outside.

	IN SHIP.	REQUIRED PER RULE.
Garboard Strakes	3 1/2	3 1/4
Garboard to Bilge	3 1/2	3 1/4
Bilge Planks	3 1/2	3 1/4
Bilge to Wales	3 1/2	3 1/4
Wales	5	5
Topsides	4	4
Sheer Strakes	4	4
Plank Sheers	4	3 1/4
Water - Upper Deck	10x9	6
Ways - Lower Deck	13x9 1/2	-
Ditto, faying surface against Timbers	6	6
Upper Deck	3 1/2	3

Thickness of Plank.

Inside.

	IN SHIP.	REQUIRED PER RULE.
Limber Strakes	4	4
Bilge Planks	4	4
Ceiling in Flat	3 1/4	3
Ditto Bilge to Clamp	3	3
Hold Beam Clamps	4	3
Deck Beam Ditto	3	3
Ceiling 'twixt Decks	2 1/2	2 1/2
Hold Beam Shelves	13x10	10
Deck Beam Ditto	7x10	7 1/2

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper in Ship.	Iron in Ship.	Inches required per Rule.		Copper in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Deadwood abaft	1 1/4	-	1 1/4	Transoms and throats of Hooks	1 1/8	-	1 1/8
Scarphs of Keel, N° 2	1	-	1 1/8	Arms of Hooks	5/16	-	5/16
Keelson Bolts through Keel at each Floor	1 1/8	-	1 1/8	Thru Bilge & Limber Strakes	3/4	-	13/16
Bolts thro' Heels of Timbers against Deadwood	3/8	-	3/8	Thickstuff over Double Floors	3/4	-	13/16
				Butt End Bolts	3/4	-	13/16
				Pintles of the Rudder	3	-	3
				Hold Beam			
				Bolts in			
				Waterway	1 1/2	-	1 1/2
				Knees	1 1/2	-	1 1/2
				Shelf or Clamp	1 1/2	-	1 1/2
				Deck Beam			
				Bolts in			
				Waterway	1 1/2	-	1 1/2
				Knees	1 1/2	-	1 1/2
				Shelf or Clamp	1 1/2	-	1 1/2
				Nails or Bolts in Flat of Deck	7	-	7
				Treenails	1 1/2	-	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 4 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is the same

The Frames are bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak

The Keel is Eng Oak The Main Keelson is Greenheart and free from all defects.

The Stem, and Stern Post of Oak and English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak

Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams of English Oak & Greenheart The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is A Elm

From the above named Height to the Light Water Mark Greenheart and Oak

From the Light Water Mark to the Wales Greenheart and Oak

The Wales and Black-strakes are Oak The Topsides & Sheer-strakes Oak

The Spirketting and Plank-sheers Oak The Water-ways { Upper Deck Greenheart & Oak Lower Deck Greenheart & Oak

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than five Feet Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart, Iron & Oak

The Ceiling, Lower Hold, and between Decks Greenheart, Iron, Oak Shelf Pieces and Clamps Greenheart, Oak & Eng Oak

Fastenings.—To Hold Beams Joggled into Shelf & Waterways 6 Pairs of Lodging Knees, 22 Pairs of hanging Knees, 10 Pairs of them Rider Knees extending below the bilges.

Deck Beams Joggled into Shelf & Waterways 3 Pairs of double Iron Lodging Knees, 1 Pair of double Eng Oak Lodging Knees & 26 Pairs of Iron hanging Knees

Number of Breasthooks 5 of Iron Pointers none Crutches 4 of Iron

Butt End Bolts are of Y Metal in the Bottom: two Bolts in each Butt End one through and clenched.

Bilge and Double Strakes Y Metal bolted through and clenched. Treenails of Eng Oak How Made Turned

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature W. Briggs & Sons

Surveyor's Signature J. E. Bishop

529936-0184

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	weight.
2	Fore Sails,	Chain <u>Tested to 40½ tons</u>	270	1½	Bower, <u>Lotman Patent</u>	3	<u>19.0.0 = 20 tons</u>
2	Fore Top Sails,	<u>Steel chain</u>	60	1½	<u>Rodgers</u>	"	<u>19.3.0 = 20 "</u>
2	Fore Topmast Stay Sails,	<u>Hemp</u> Stream Cable	80	5½	"	"	<u>20.0.0 = 21½ "</u>
1	Main Sails,	Hawser	80	8	Stream,	1	<u>8.1.0</u>
2	Main Top Sails,	Towlines	80	8	Kedge,	2	<u>4.0.0</u>
and <u>others as usual</u>		Warp	75	4¾			<u>2.1.0</u>
		All of <u>good</u> quality.					

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality.

She has one Long Boat and 2 others

The present state of the Windlass is good Capstan winch Rudder and Pumps good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed Built under special survey
2nd. When the Beams are put in, &c. between the 4th July 1864
3rd. { When completed, and before the } and the present date
 { plank be painted or payed }

This vessel is fastened from keel & waterways with yellow metal bolts and treenails to the exclusion of iron as prescribed by the Rules section 46. prior to the Amendment in favor of Galvanized Iron (dated 28th April 64) for vessels claiming the additional year for metal fastenings.

The testing certificates of Anchors and chains have been produced from the Public Testing House and signed by Mr. John Thompson James Brown

She is doubled on felt for protection from the keel to top of Males with plank 3 in thick & fastened with ¾ yellow metal bolts every third (8 in part every 2) bolt through and clenched on the beam. She also has thick ice shocks on the bow outside of doubling fastened with yellow metal. The doubling is composed of am R Elm & Iron bark to about 10 feet up and all Iron bark from there upwards.

The Bilge bolts are 1/16 small but the extra bolts through the doubling more than compensate for this deficiency.

The bolts in Hooks & butches go through the doubling & nearly all the hanging knee bolts also.

Wm Briggs & Sons.

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered — When last done —

I am of opinion this Vessel should be Classed 13A1

The Amount of the Fee.....£ 5 : " : " is received by me,

Order No 1586 Special£ 24 : 10 : "

Certificate£ " : " : " to be called for in London.

Committee's Minute 18th April 1865

Character assigned End 1 for 13 years



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Foundation